

SIX DOLLARS  
PER QUARTER

Hongkong, 16th September, 1899.



His Worship asked for Major-General Gordon to be called, but that gentleman was absent. His Worship, after pondering a moment, said:—What is the truth of the matter may be, there is no evidence on which I can possibly detain the prisoner any longer. I therefore discharge him.

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

## STEFAN LAUNCH NUISANCE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR:—Will you kindly insert in your paper the following facts connected with the above-named subject, viz., although the launching nuisance is suppressed east of the Harbour, Office we poor unfortunate individuals residing west of that department every day suffer the most excruciating agony, worse than the tortures of Hades. There are two launches running from the P. and O. wharf, opposite the Marine Hotel, to Aberdeen (opposition). I believe named respectively *Pa Hing* and *Chuen On* which start their unsteady screams about six in the morning and keep on whistling without intermission until about 8 p.m. Last Friday morning the *Pa Hing* blew her whistle thirty times in five minutes. Why should we, who are residing beyond the realm of the *deities*, have to endure such a nuisance? Surely the authorities should take some steps to remedy this, although still nothing better than poor mortals.

If you will kindly publish this we will ever pray, etc., etc., and remain, GRATEFUL SUFFERERS.

West Point, Hongkong, 20th September, 1890.

## PROGRAMME OF THE SHANGHAI AUTUMN MEETING, 1890.

MONDAY, TUESDAY, AND WEDNESDAY, 3rd, 4th and 5th November, 1890.

Stewards:—J. M. Ringer, Esq.; A. McLeod, Esq.; W. Howie, Esq.; J. MacGregor, Esq.; O. Schuffenhauer, Esq.; Robt. Mackenzie, Esq.; and H. J. H. Tripp, Esq.

## FIRST DAY, MONDAY, 3RD NOVEMBER.

THE MALOO PLATE, value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5. Half-a-mile.

THE CRITERION STAKES, a Sweepstakes of Tls. 100, with Tls. 100 added, for China Ponies; weight for inches as per scale; second Pony to save his stakes. One Mile.

THE MAIDEN STAKES, value, Tls. 200 and one-fourth of the entrance fees; Second Pony to receive one-fourth of the entrance fees; for China Ponies that have never run at any meeting; weight for inches as per scale; entrance, Tls. 10. Three-Quarters of a Mile.

THE RACING STAKES, a Sweepstakes of Tls. 100, with Tls. 100 added, for China Ponies; weight for inches as per scale; entrance, Tls. 5. One Mile and a Quarter.

THE JOCKEY CUP, value, Tls. 100, for China Ponies that have never won a race, to be ridden by jockeys who have never had a winning mount before this meeting; weight for inches as per scale, entrance, Tls. 5. One Mile.

THE CLUB CUP, value, Tls. 100, added to a Sweepstakes of Tls. 5 each, for China Ponies; weight for inches as per scale, entrance, Tls. 5. One Mile.

THE SYDNEY STAKES, value, Tls. 100, added to a Sweepstakes of Tls. 5 each, for China Ponies; weight for inches as per scale, entrance, Tls. 5. One Mile.

THE H. C. STAKES, value, Tls. 100, for China Ponies (without the restriction to height specified in Bye-Law No. 11) not otherwise entered at this meeting, and that have never won a race, weight, 12st. 12lbs, entrance, Tls. 5. Once Round.

THE WHANGPOO STAKES, a Sweepstakes of Tls. 10 each, for China Ponies, being *bond fide* griffins at date of entry, weight for inches as per scale, winners of a race, 7lbs. extra. One Mile and a Half.

SECOND DAY, TUESDAY, 4TH NOVEMBER.

THE NORTHERN CUP, value, Tls. 100, for China Ponies; weight for inches as per scale; winner of the Maloo Plate, 10lbs. extra; entrance, Tls. 5. Half-a-mile.

THE SHANGHAI ST. LEGER, a Sweepstakes of Tls. 15 each, with Tls. 10 added, First Pony to receive 75 per cent.; Second Pony to receive 15 per cent.; Third Pony to receive 10 per cent.; for China Ponies that have never been raced previous to the 1st January, 1890; weight, 10st. 7lbs, ponies over 14 hands to carry 11bs. extra for every inch over; winners of one race, 5lbs. extra; two or more races, 10lbs. extra. One mile and three-quarters.

THE CHINA CUP, value, Tls. 100, for China Ponies, being *bond fide* griffins at date of entry, that have never been in Shanghai prior to 1st August last; weight for inches as per scale; winners, 5lbs. extra, entrance, Tls. 5. One mile.

THE EXCHANGE PLATE, presented by Bankers and Merchants, value, Tls. 100, Second Pony to receive 75 per cent. of the stakes, Third Pony to receive 15 per cent. of the stakes, weight for inches as per scale; entrance, Tls. 5. One mile.

THE PAGODA CUP, value, Tls. 150; Second Pony, Tls. 50, for China Ponies, being *bond fide* griffins at date of entry, weight for inches as per scale, winner of the Whangpo Stakes, 7lbs. extra, entrance, Tls. 5. One mile and a half.

THE LLAMA MIAU STAKES, value, Tls. 100, for China Ponies, weight for inches as per scale, winners of one race, 7lbs. extra; at date of entry allowed 5lbs. entrance, Tls. 5. One mile.

THE SHANGHAI STAKES, a forced entry of Tls. 5 for all Ponies entered at this meeting except those in the Hack Stakes, First Pony to receive 75 per cent.; Second Pony, 15 per cent.; Third Pony, 10 per cent.; weight for inches as per scale. One mile and a half.

THE MONGOL CUP, value, Tls. 150, for China Ponies being *bond fide* griffins at date of entry, weight for inches as per scale, winners of one or more races of over a mile, 7lbs. extra for each race won, entrance, Tls. 5. One mile and a quarter.

THIRD DAY, WEDNESDAY, 5TH NOVEMBER.

THE FLORAWAY PLATE, value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5. Seven Furlongs.

THE PARI MUTUEL CUP, value, Tls. 200, added to a Sweepstakes of Tls. 10 each; second pony to receive 30 per cent., and the third pony to 10 per cent. of the stakes for China Ponies; weight for inches as per scale; entrance, Tls. 5. One mile and a half.

THE SHANGHAI STAKES, a forced entry of Tls. 5 for all Ponies entered at this meeting except those in the Hack Stakes, First Pony to receive 75 per cent.; Second Pony, 15 per cent.; Third Pony, 10 per cent.; weight for inches as per scale. One mile and a half.

THE MONGOL CUP, value, Tls. 150, for China Ponies being *bond fide* griffins at date of entry, weight for inches as per scale, winners of one or more races of over a mile, 7lbs. extra for each race won, entrance, Tls. 5. One mile and a quarter.

THIRD DAY, WEDNESDAY, 5TH NOVEMBER.

THE FLORAWAY PLATE, value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5. Seven Furlongs.

THE PARI MUTUEL CUP, value, Tls. 200, added to a Sweepstakes of Tls. 10 each; second pony to receive 30 per cent., and the third pony to 10 per cent. of the stakes for China Ponies; weight for inches as per scale; entrance, Tls. 5. One mile and a half.

THE SHANGHAI STAKES, a forced entry of Tls. 5 for all Ponies entered at this meeting except those in the Hack Stakes, First Pony to receive 75 per cent.; Second Pony, 15 per cent.; Third Pony, 10 per cent.; weight for inches as per scale. One mile and a half.

THE MONGOL CUP, value, Tls. 150, for China Ponies being *bond fide* griffins at date of entry, weight for inches as per scale, winners of one or more races of over a mile, 7lbs. extra for each race won, entrance, Tls. 5. One mile and a quarter.

THIRD DAY, WEDNESDAY, 5TH NOVEMBER.

THE FLORAWAY PLATE, value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5. Seven Furlongs.

THE PARI MUTUEL CUP, value, Tls. 200, added to a Sweepstakes of Tls. 10 each; second pony to receive 30 per cent., and the third pony to 10 per cent. of the stakes for China Ponies; weight for inches as per scale; entrance, Tls. 5. One mile and a half.

THE SHANGHAI STAKES, a forced entry of Tls. 5 for all Ponies entered at this meeting except those in the Hack Stakes, First Pony to receive 75 per cent.; Second Pony, 15 per cent.; Third Pony, 10 per cent.; weight for inches as per scale. One mile and a half.

THE MONGOL CUP, value, Tls. 150, for China Ponies being *bond fide* griffins at date of entry, weight for inches as per scale, winners of one or more races of over a mile, 7lbs. extra for each race won, entrance, Tls. 5. One mile and a quarter.

THIRD DAY, WEDNESDAY, 5TH NOVEMBER.

THE FLORAWAY PLATE, value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5. Seven Furlongs.

THE PARI MUTUEL CUP, value, Tls. 200, added to a Sweepstakes of Tls. 10 each; second pony to receive 30 per cent., and the third pony to 10 per cent. of the stakes for China Ponies; weight for inches as per scale; entrance, Tls. 5. One mile and a half.

THE CHAU-SHANG-KUO CUP, value, Tls. 100, founded by the directors and employees of the C. M. S. N. Co. for China ponies that have never run at any meeting in China or Hongkong previous to date of entry at each meeting, to be won at two consecutive meetings, or three times in all by ponies, the *bond fide* property of the same owner or owners; weight for inches as per scale; entrance, Tls. 10; 80 per cent. of the entrance fees to go to the winner until the Cup is won, when the second pony shall receive the same; the remaining 20 per cent. to be allowed to accumulate, and the accumulation in excess of Tls. 500 (to be retained for a new Cup) is to be paid to the winner. One mile.

THE MANCHU STAKES, a Sweepstakes of Tls. 5 each, with Tls. 100 added, for China Ponies that have never run at any meeting, First Pony to receive 70 per cent.; Second Pony, 20 per cent.; Third Pony, 10 per cent.; weight for inches as per scale. One Mile and a Quarter.

THE COSMOPOLITAN CUP, value, Tls. 150; Second Pony, Tls. 50 for China Ponies, weight for inches as per scale, winners at this meeting of one race, 7lbs. extra; two races, 12lbs. extra; three or more races, 15lbs. extra, entrance, Tls. 5. One Mile and Three-Quarters.

THE CONSOLATION CUP, value, Tls. 100, for ponies that have run at this meeting and not won a race, and been entered otherwise than in the Shanghai Stakes, weight for inches as per scale, entrance, Tls. 5. Once Round.

THE CHAMPION SWEEPSTAKES, a forced entry for and open only to winners at this meeting; optional for three winners of the Consolation Cup and the Hack Stakes, not exceeding 14 hands 3 inches in height, weight for inches as per scale, entrance, Tls. 10, winners of two races, Tls. 15 extra; of more than two races, Tls. 40 extra. One Mile and a Quarter.

THE GRAND NATIONAL STEEPCHASE, value, Tls. 150, for China Ponies, Second Pony, Tls. 50, weight for inches as per scale, winners of a Steeplechase at any previous meeting in Shanghai, 5lbs. extra, non-winners of a Steeplechase allowed 5lbs., entrance, Tls. 5. Twice Round a Course selected by the Stewards.

## HANGCHOW.

(FROM A CORRESPONDENT.)

10th September, 1890.

It is reported that a child was eaten by turtles, in this city, a short time ago. There is a large pool of water in front of the yamen of the Provincial Treasurer. In this pool, a number of large turtles are kept in order, as it is said, to keep robbers from burrowing into the vaults of the Treasury. Some of the turtles have shells that would measure two feet by three feet or more in width and length. People are constantly standing about the pool watching them as they come up to feed or to take breath. One day a nurse with a child in her arms was standing there when the child suddenly sprang into the water. The turtles soon gathered around it, tore it to pieces and devoured it. The nurse fled.

The high officials of the province are giving practical evidence of their belief in the doctrine of *fung-shui*. They have torn down a score or more of houses owned and occupied by families in front of the examination hall. The plea is that the hall has an unlucky shape, and therefore few scholars from this province have degrees. This opinion was first expressed by a scholar who made known his views to the officials. They listened and the more readily to his suggestion because he had a few years ago recommended that the tower over the gate of the Confucian temple grounds should be raised three feet higher in deference to *fung-shui*. This was done, and, lo! that year several of the highest degrees were taken in the city.

A few months ago, he called the attention of the officials to the shape of the hall. It is in the form of a tortoise. Outside of the north wall, there is a bridge spanning a canal and pointing in a northern direction which will represent the tail. Then there are two bridges on the east side and two on the west side which represent the four legs of a tortoise. But at the south, where the head ought to be, there is nothing but a succession of ordinary houses reaching away indefinitely.

Evidently a thing without a head is dead and therefore inefficient. The houses have been torn down and a large space has been cleared off, preparatory to erecting something that will serve as a head to the now headless trunk of a tortoise. —N. C. Daily News.

## TIENTSIN.

13th September, 1890.

H.E. the Viceroy has devised a plan to raise a part of the required sum of Tls. 2,000,000 for the inundation fund, by levying a percentage on all government servants' salaries.

On Monday evening last a Chinese junk freighted with kerosene oil took fire on the river above the New Custom House, and drifted slowly down stream with her crew swimming round and splashing water on her. She was presently taken in charge by a sampan, and guided on her course, but on two or three occasions managed to get within close proximity to some Chinese ship and the wharves. The wind, however, was so fortunately blowing away from the junk and she was taken safely down beyond Tientsin. The heat on the junk was so intense, and the whole neighbourhood on both banks looked very weird under the illumination.

A frigate took place opposite the Mitsui Bussan Kaisha on Sunday afternoon last, between the Salt Gabelle police and the sailors of a native gunboat, which had been sent up by one of the Camps in Taku to draw the soldiers' rations. The Magistrate of the Salt Gabelle got an inkling that the gunboat men were smuggling salt—a government monopoly—and sent police to search the gunboats. This was refused, and the men showed every intention of resisting with violence. So the police returned to head quarters and reported the matter. The Magistrate then sent a large force, intending to board the gun-boats and make a thorough search. Upon their arrival and attempting to board the boats they were again refused, and on their forcing their way on board the sailors, seeing the overpowering numbers, opened fire. Then an actual fight took place, resulting in the killing of three of the police force and two sailors. The boats are now retained by the military authorities pending trial. This class of gunboat is throughout China under a good deal of suspicion. —Chinese Times.

## REMINISCENCES.

"I have gathered a pool of other men's flowers, and nothing but the blood that stains them is mine own." —MONTAGNE.

Jetsam, according to old Blackstone, is where goods are cast into the sea and there sink and remain under water. It differs from Flotsam, which applies only to things which "continue swimming." So he says, but everybody else believes that anything is jetsam which is thrown overboard to lighten the ship when she is in danger of foundering.

And therefore Jonah is the first case of jetsam on record—fewer Noah's discharge of the dove from the Ark.

It is rather curious, when you come to think of it, that jetsam should have been first practiced on the human body, but it has been often done since—and, perhaps, even since the gentlemen of the black flag used to persuade their excess passengers to "walk the plank."

Funny lot, these lovers were, too, if we are to believe all the tales about them. For my part I do not, and I look upon S. Walter Scott's dashing and chivalrous Clement Cleveland as about as impossible a pirate as Mr. Farnie's Paul Jones. Fancy any free-lance of the sea ever deliberately tuning up his manly pipe to sing like this:—

"Upon a lee-shore, when a sea-weather swept,  
His locker to wrecked on the billow,  
Thou' my watch down when I tranquilly slept,  
For knowest thou stood at my pillow,  
What came to lightened my lot,  
As the sun on the rising foam?  
What charm, that came to my thought,  
If 'twas not thought of home?  
Aye when about quick climbing,  
Trimming a sail,  
Bells in my ear came chiming  
And through the air,  
And in more tender cadence falling,  
Loving accents my home recalling,  
Bright against the sea,  
I woke to find it, meaning."

I should think so, indeed, and doubtless also to characterize such thoroughly unpoetical sentimentality as old Eccles did the claret which he imbibed by mistake—as "rot, beastly rot!"

But, however, as Jack Bunce's (otherwise Frederick Altamont's) undeviating and unfortunate fellow-voyager used to say, "let us return to the subject of lightening the ship."

Of course you all know the story of Jonah, and if you don't you had better go back to the Sunday School. But it is as well to remark that the Mohammedan story of this unfortunate voyager is almost precisely the same as that of the Bible. Trouble occurred when the ship was so many days out from port,—lois were cast to see whose fault it was,—the lot fell upon Jonah, and that unhappy wight was jetsam. A prophet in the old time seems to have been regarded as undesirable a passenger as a Finn was up to the last century.

For, you know, or perhaps you don't—and I hope you don't, for then you will be all the more grateful to me,—Finn winds were supposed to be the aiders and abettors of all the storm-fiends in creation. The devil-hat of raising the wind upon a lee shore was their peculiar talent, and in consequence they were dreaded and hated by all sailors. Some of them were supposed to carry winds about with them in bags, to let be at the most inconvenient and critical times. In Shanghai they used to put on seal-skins, and pretending to be so, they raise chase the boats among the rocks, and then raise such a storm as to knock them to smithereens. Decidedly unpleasant characters were these mischievous Finns, and it is quite possible, as has been sometimes supposed, that they were the "astal" descendants of the old Norwegian sea pirates, whose doings used to stir to enthusiasm the innocent soul of fair Minna, Troll, of Burgh Westra.

There is a black cock in Dana's capital scenery, who was mortally afraid of one of the sailors because he was a Finn. This cock had known a Finnish sailmaker who could do devilish things, such as keeping a man's little which, like the wild water, was always being drawn upon, and never getting empty. The man used to hold a conversation with this bottle, and would not let altogether too intimate with it—for he cut his throat in a thoroughly unseemly manner. Blackie had also seen a ship in the Gulf of Finland beating against a strong headwind, when a Finnish vessel steering the same course flew past her with a fine breeze aft and all sails set.

Dana also tells of a Finn who was shut up in the fore-peak for a day and a half for having brought on a head-wind to punish the captain. He had repented of him. The punishment brought about a favourable change of weather. But some five-and-twenty or thirty years ago I remember a Lascar being killed on board the Ruby Castle, and the man who was tried for the murder pleaded that he thought the blackie was a Finn, and that he was doing a good deed to put him out of the way of doing any more harm.

A Spaniard flit was once becalmed for days, all because there was an English heretic on board one of the ships. Sir Claudius Shovel's fleet came to grief in the Sol Islands, all because there was a wretched criminal on board who would keep repeating the hind-dread-nineteenth psalm. A passenger, on board an Atlantic liner, was once on the point of being thrown overboard for muttering over a book in his berth, when he was supposed to be an incantation to the storm-fiends.

All these are historical incidents, and there are numbers like them. The actor, Holcroft, for instance, was very nearly being jetsam when on a voyage from the Thames to Scotland, because he was overheard repeating his part in a new play he was studying. "By the Holy Father," said an Irish mariner who overheard him, "his name is the Jesus, and he jetsam, the ship will never see land and you are tossed overboard." And overboard he was on the point of being sent.

Now, when the good ship President was on the voyage out from Charleston to Liverpool a sailor came ashore one day during a whole gale, and told the skipper if he was along of his (the sailor's) wickedness. Whereupon, he ran and took a header from the mainmast. The weather moderated at once, I believe, but, curiously enough, on the return voyage the ship was again on the point of being overcome by a gale in the same latitude. The men were so sure that the sailor's wickedness was the cause, and when he took his head in mid-ocean, and the chest was promptly hauled up on deck and launched. The weather at once began to moderate. But as the President was nearing port on the other side she was again caught and nearly capsized in a violent squall. The men swore there must be still something of Sam's on board, and after a diligent search an old shoe of his was found. It was promptly jetsam, and the ship saved.

Both lawyers and priests used to be accounted risky cargo. As regards lawyers, the objection to them is a capital one with Jack, who hates the whole profession as a race of land-sharks. But as regards the parson, it is not quite so easy to understand Jack's feeling. It is not because of any anti-religious bias, of that I am sure, for Jack has a good deal of reverence, and even piety in his composition. Perhaps it is because of the black gown and the association of the parson with death and burial, which makes him an unwelcome addition to the cargo. It is possible, too, that the supposition that parsons are the natural enemies of the devil, and that the devil will always do his utmost to destroy them wherever they are, and especially when they are in so insecure a position as aboard on the ocean wave, may have something to do with the estimate of the hazardous character of the freight.

It is curious, though, that the prejudice against priests as passengers exists all over the world. Scotch fishermen will not allow you to mention "Meenister" in the boats, and they will not take one with them if they can help it, lest he prove a Jonah. Japanese fishermen think so had an omen to meet a priest on their way to the boats that they will usually turn back. French sailors think that Monsieur le Cure consorts the devil, and

but is most servicable ashore. The Ambian Marabouts are supposed to raise storms, and they are often thrown overboard if the wind comes from the wrong quarter.

Some people say that just as to Odin we owe the modern Old Nick—the demon of the sea—(as has already been explained in these pages)—so to the Indian Deity we owe the modern Davy Jones the demon of the depths. It may be so. The Devil has gone through so many transformations himself that a few twists to his name may be easily allowed.

But if Davy was there, who was Jones? The prophet Jonah, of course, who was the first instance of jetsam in the history of maritime enterprise. This also is plausible, but my own belief is that Davy Jones was a Welshman, and my reason for thinking so is that Taffy was a Welshman, and Taffy was also a thief. Moreover, the Welsh Coast, has been famous both for wrecks and wreckers, and also for pirates and plunder.

As for the locker—what could be more appropriate? There is no man so deep as your true Taffy, and you may live alongside of him for a century without ever getting to the bottom of him. But he will precious soon get to the bottom of you, if he has the chance, and turn you inside out and cut you adrift in a brace of shakes.

The original David was a knowing one—he, I mean, who was ironically yet sufficiently described in a school-essay as having "gild" Gila. But he wasn't a circumstance to David Jones, Esq., of Lickewillgwnprwlly. It is probable that Taffy is also the same individual as the Duff of the West Indian negroes, but anyhow I am firmly persuaded that Davy Jones was a Welshman, and that his locker typifies the boundless receptivity and pronounced adhesiveness of the Cymrian nature.—Fairplay.

## CHINA COAST METEOROLOGICAL REGISTER.

21st September, 1890.—At 4 p.m.

STATION.	Lat.	Long.	Temp.	Humid.	Wind.	Weather.	Actual bar.	Reduced bar.
Wailan	20-13	117-57	81	81	W	b	30.1	30.1
Takao	25-46	121-28	81	81	W	b	30.1	30.1
Sagami	32-27	139-45	81	81	W	b	30.1	30.1
Shanghai	31-03	121-28	81	81	W	b	30.1	30.1
Foochow	26-09	119-09	81	81	W	b	30.1	30.1
Hankow	36-18	114-17	81	81	W	b	30.1	30.1
Swatow	23-43	116-11	81	81	W	b	30.1	30.1
Hongkong	22-19	114-10	81	81	W	b	30.1	30.1
Amoy	24-37	118-08	81	81	W	b	30.1	30.1
Canton	23-08	113-17	81	81	W	b	30.1	30.1
Macao	22-19	113-50	81	81	W	b	30.1	30.1
Shanghai	31-03	121-28	81	81	W	b	30.1	30.1
Hankow	36-18	114-17	81	81	W	b	30.1	30.1
Swatow	23-43	116-11	81	81	W	b	30.1	30.1
Hongkong	22-19	114-10	81	81	W	b	30.1	30.1
Amoy	24-37	118-08	81	81	W	b	30.1	30.1
Canton	23-08	113-17	81	81	W	b	30.1	30.1
Macao	22-19	113-50	81	81	W	b	30.1	30.1
Shanghai	31-03	121-28	81	81	W	b	30.1	30.1
Hankow	36-18	114-17	81	81	W	b	30.1	30.1
Swatow	23-43	116-11	81	81	W	b	30.1	30.1
Hongkong	22-19	114-10	81	81	W	b	30.1	30.1
Amoy	24-37	118-08	81	81	W	b	30.1	30.1
Canton	23-08	113-17	81	81	W	b	30.1	30.1
Macao	22-19	113-50	81	81	W	b	30.1	30.1

22nd September, 1890.—At 10 a.m.

STATION.	Latitude and longitude.	Temperature.	Humidity.	Wind.		Weather.
				Direction.	Force.	
Wailan	20-13 117-57	81	91	W	3	b
Takao	25-46 121-28	81	81	W	3	b
Sagami	32-27 139-45	80.85	81	W	3	b
Shanghai	31-03 121-28	81	71	W	3	b
Foochow	26-09 119-09	81	71	W	3	b
Hankow	36-18 114-17	81	76	W	3	b
Swatow	23-43 116-11	80.94	76	W	3	b
Hongkong	22-19 114-10	80.61	76	W	3	b
Victoria Peak	22-19 114-10	...	...	...	...	...
Canter	...	...	...	...	...	...
Hollow	...	...	...	...	...	...
Hainan	...	10.08	28	W	1	u
Amoy	...	...	...	...	...	...
Holland	...	...	...	...	...	...
Manila	...	...	...	...	...	...

## Consignees.

## "SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

STEAMSHIP "CARDIGANSHIRE,"  
FROM HAMBURG, ANTWERP, LONDON,  
PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 27th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, 20th September, 1890. [1298]

## UNION LINE.

NOTICE TO CONSIGNEES,  
FROM MIDDLESBRO', PENANG, AND  
SINGAPORE.

THE Steamship

"KARA,"

Captain S. D'Alth, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature, and to take immediate delivery of their Goods from along-side.

The steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

All claims against the steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognised.

RUSSELL & Co.,  
Agents.

Hongkong, 17th September, 1890. [1315]

PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of Cargo per Steamship

"CITY OF PEKING,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,  
Agent.

Hongkong, 18th September, 1890. [1316]

## Notices of Firms.

## NOTICE.

I HAVE this day taken into PARTNERSHIP Mr. C. S. BARFF, and the Firm will henceforth be known as POTTS & BARFF.

G. H. POTTS,  
Hongkong, 18th September, 1890. [1323]

CHINA TRADERS' INSURANCE CO., LTD.

DURING my absence from the Colony Mr. A. S. GARFITT has been appointed

ACTING SECRETARY.

By order of the Board of Directors,  
W. H. RAY,  
Secretary.

Hongkong, 16th September, 1890. [1329]

## Insurances.

£1,000 STG. Payable at Age 55, or

at death if previous—may be secured by

a payment at the rate of—

£ 7 6 per quarter if commenced at age

£ 8 14 2 (s. d.) .....

£ 10 11 2 .....

£ 12 13 2 .....

£ 14 15 2 .....

£ 16 17 2 .....

£ 18 19 2 .....

£ 20 21 2 .....

£ 22 23 2 .....

£ 24 25 2 .....

£ 26 27 2 .....

£ 28 29 2 .....

£ 30 31 2 .....

£ 32 33 2 .....

£ 34 35 2 .....

£ 36 37 2 .....

£ 38 39 2 .....

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£ 74 75 2 .....

£ 76 77 2 .....

£ 78 79 2 .....

£ 80 81 2 .....

£ 82 83 2 .....

£ 84 85 2 .....

£ 86 87 2 .....

£ 88 89 2 .....

£ 90 91 2 .....

£ 92 93 2 .....

£ 94 95 2 .....

£ 96 97 2 .....

## Intimations.

## KUHN &amp; CO.,

JAPANESE AND CHINESE FINE

ART DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890. [1072]

## NOTICE.

JAYE'S SANITARY COMPOUNDS

COMPANY, LIMITED.

JAYE'S WOOD PRESERVER OR

ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shiping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says  
"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,  
Bank Buildings.

London, 19th June 1888. [1100]

HONGKONG HIGH LEVEL TRAM

WAYS COMPANY, LTD.

## SUMMER TIME-TABLE.

To take effect from 1st May.

THE CARS RUN between St. John's Place

and Victoria Gap as follows:—

## WEEK DAYS.

8 to 10 A.M. every quarter of an hour.

12 to 1 P.M. every quarter of an hour.

1 to 2 P.M. every half hour.

4 to 8 P.M. every quarter of an hour.

## THURSDAYS.

NIGHT TRAM at 10.30 and 11 P.M.

## SUNDAYS.

CHURCH TRAM at 10.40 A.M.

12 (NOON) to 2 P.M. every quarter of an hour.

4 to 8 P.M. every quarter of an hour.

9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application

to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent

Coupons and Reduced Tickets at the Office.

MADEWEN, FRICKEL & Co.,  
General Managers.

Hongkong, 30th April, 1890. [1068]

Geo. Fenwick & Co.,

## LIMITED,

VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS

FOUNDERS, GOVERNMENT & GENERAL

CONTRACTORS, &c.

Established 1880.

Hongkong, 20th January, 1890. [1190]

A. G. GORDON & CO.,

## LIMITED.

ENGINEERS, LAUNCH BUILDERS,

GENERAL AND GOVERNMENT

CONTRACTORS, IRONMONGERS, COM-

MISSION AGENTS, VALUATORS, IRON

AND TIMBER MERCHANTS.

## WORKS:

BOWRINGTON, EAST POINT.

## OFFICE:

9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.

Hongkong, 1st May, 1890. [1194]

CARBOLINEUM AVENARIUS,

## (REGISTERED).

AN ANTISEPTIC PAINT for the Preservation

of Wood, Walls, Ropes and Ship's

Tackle. May be applied to Beams, Floors, Walls,

ceilings, Wooden Ornaments, Eaves, Roofs,

Wooden Sheds, Farmers' and Gardeners' Imple-

ments, Carts, Posts, Fences, Stables, Gates,

Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls

painted with it and entirely prevents the cumu-

lating away and decay of both stone and bricks.

White wash do not touch wood painted with

Carbolineum Avenarius.

Used during the last 14 years with the utmost

success, as proved by numerous Testimonials

from living authorities.

Sold in casks of about 450 lbs. net. Price

8 cents per lb.

For further particulars, apply to

SCHEELE & Co.,  
Sole Agents,

No. 16, Stanley Street.

Hongkong, 2nd December, 1889. [1199]

W. S. MARTEN,

## ARTISTIC DECORATOR,

## AND

HOUSE AND ESTATE AGENT,

2, DUDDELL STREET,

HONGKONG.

Hongkong, 6th April, 1890. [1274]

TO LET UNFURNISHED,

From August 1st.

TWO GOOD ROOMS, with Bath Room, in

the Caine Road. Rent moderate.

Splendid View of the Harbour.

Apply to

W. S. MARTEN,  
2, DUDDELL STREET.

Hongkong, 3rd July, 1890. [1299]

## NOTICE.

HONGKONG & WHAMPOA

DOCK COMPANY,

LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon

their arrival in this Harbour, any of the

COMPANY'S FOREMEN should be at hand

ORDERS FOR REPAIRS, if sent to the HEAD

OFFICE, No. 14, PRAYA CENTRAL, will receive

prompt attention.

In the event of complaints being found

necessary, communication with the Undersigned

is requested, when immediate steps will be taken

to rectify the cause of dissatisfaction.

D. GILLIES,  
Secretary.

Hongkong, 25th August, 1889. [1190]

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS	FROM	DATE DUE	AGENTS
Polythymia	Hamburg	September 22nd	P. & O. S. N. Co.
Gwallor	Hamburg	September 23rd	Siemssen & Co.
Teheran	Bombay	September 23rd	P. & O. S. N. Co.
Abyssinia	Vancouver	September 24th	Adamson, Bell & Co.
Calcutta	Calcutta	September 25th	Adamson, Bell & Co.
Japan	Calcutta	September 25th	Adamson, Bell & Co.
Hongkong	Singapore	September 27th	P. & O. S. N. Co.
Bisagno	Bombay	September 29th	Carlowitz & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSEL.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal	Stentor	Butterfield & Swire	To-morrow.
Manilla, via Saigon, &c.	Sydney	Messageries Maritimes	Sept. 25th, at noon.
Bremen and Ports of Call.	Bayern	Siemssen & Co.	Sept. 25th, at 10 a.m.
Harve, London, &c.	Bayern	Siemssen & Co.	About Oct. 3rd.
New York, via Suez Canal	Oceanic	Jardine, Matheson & Co.	About Sept. 27th.
San Francisco, via Ythama	Oceanic	O. & O. S. S. Co.	Oct. 9th, at 1 p.m.
Sav Francisco, via Ythama	City of Peking	Pacific Mail S. S. Co.	Sept. 27th, at 1 p.m.
Vancouver, B.C., via A., &c.	Abyssinia	Adamson, Bell & Co.	Sept. 28th, at noon.
Sydney, Melbourne, &c.	Guthrie	Russell & Co.	Oct. 4th, at 4 p.m.
Sydney and Melbourne	Pathan	Gibb, Livingston & Co.	About Sept. 27th.
Straits and Bombay	Gwalior	P. & O. S. N. Co.	Sept. 26th, at noon.
Singapore, Havre, &c.	Bellona	Siemssen & Co.	Sept. 29th, at 3 p.m.
Yokohama, via Nag., &c.	Verona	P. & O. S. N. Co.	Oct. 3rd, daylight.
Nagasaki, Kobe, &c.	Cardiganshire	Adamson, Bell & Co.	To-morrow, at 4 p.m.
Kobe, &c.	Kailash	Butterfield & Swire	September 27th.
Shanghai	Robilla	P. & O. S. N. Co.	Quick despatch.
Shanghai, via Amoy	Robilla	Butterfield & Swire	September 27th.
Manila, via Amoy	Diamante	Russell & Co.	Sept. 24th, at 4 p.m.
Swatow, Amoy, &c.	Fokien	Douglas Lapraik & Co.	To-morrow, at noon.

## Intimations.

## NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS

AND

CONTRACTORS,

YAU-MA-TI ENGINEERING WORKS,

KOWLOON.

OFFICE—No. 12, D'Agular Street.

Hongkong, 25th August, 1890. [126]

CAPTAIN GEORGE TAYLOR,

INLAND SEA AND JAPAN COAST PILOT.

Telegraphic Address:

POWERS,

Hongkong, 8th April, 1890. [1271]

TOURISTS

ARE cordially invited to call and inspect our

choice collection of Japanese and Chinese

FINE ART CURIOS, which is unequalled in

Japan.

Every article guaranteed as represented. No

trouble to show goods. One price only.

DEAKIN BROS. & Co.,

16 Bund, Yokohama,

next door to

Farsani's Photographic Studio.

[1272]

PURE ICE.

IN from two to three minutes, by the Pulso-